1:Stanford U. S-4, 5 1956 AF14 Central China AF14

great efforts have been exerted in the Central-South Region. In Kwangtung Province, eleven private shipping companies were consolidated into Lien Hsing Steamship Company, Inc., under public-private ownership.[56] The same tendency was evident in other provinces of Central-South China, but necessary data are not available.

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IX. AIR TRANSPORTATION IN CENTRAL-SOUTH CHINA

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When the Nationalists were evacuated from China in 1949, the two aviation companies, the China National Aviation Corporation and the Central Aviation Transport Corporation, left no planes on the China Mainland. But in November 1949, because of the sudden defection of the two leaders, Liu and Chen, over a dozen of the passenger planes were flown back to the Mainland from Hong Kong. Some of the employees in Hong Kong returned to China to serve the People's Republic. These employees repaired about sixteen more planes[57] during the period of 1950-51.

In the early part of 1955 there were five civil air lines operated by the People's Aviation Company in the Central-South Region: (1) the Peking-Chengchow-Hankow Line; (2) the Hankow-Hengyang-Canton Line; (3) the Shanghai-Nanking-Hankow Line; (4) the Hankow-Ichang-Chungking Line; (5) the Canton-Nanning-Kunming Line.[58]

56. Asia Foundation Bulletin, July 27, 1955.

57. Far Eastern Economic Review, Hong Kong, Vol. VII, No. 22, Dec. 1, 1949, p. 693.

58. China Weekly, No. 106 Jan. 10, 1955, p. 25.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

The Communists claim that there has not been a single serious accident in civil aviation; they also claim that they have maintained an average of 84.6 per cent of the tonnage capacity of planes in operation.[59] With reference to the expansion of traffic, the total air miles flown in 1953 was 282 per cent above the record for 1950. The ton-kilometers increased to 570 per cent and the number of passengers[60] increased to 191 per cent in 1953. Communist China claims that its civil-aviation goals for the first half of 1955 have been over-fulfilled. The number of passengers carried was 13 per cent above the goal set, and the freight was 5.9 per cent above that of the same period in 1954.[61]

X. TRANSPORTATION OF THE KEY-COMMODITIES AND THE TRADE ROUTES

A. Grain Transportation and Trade Routes

The Central-South Region is normally one of the grain-surplus regions in China. Among the six provinces, Hunan, Hupeh and Kiangsi contribute the greatest amount of grain. Since 1952, Kwangtung has changed from a grain-deficit area into a self-sufficient province. Central-South's volume of inter-regional trade in food grains in 1949 was about

59. People's China, Peking, No. 8, Apr. 16, 1954, p. 16.
60. Ibid., No. 28, April 16, 1954, p. 14.
61. NCNA, Peking, July 20, 1955.